



National Transportation Safety Board Aviation Accident Final Report

Location:	ASPEN, CO	Accident Number:	FTW96LA084
Date & Time:	01/06/1996, 1130 MST	Registration:	XAICA
Aircraft:	Learjet 60	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The captain said he aligned the airplane with what he thought was the runway centerline. The airplane touched down in a snow field 1,000 feet beyond the runway threshold and 25 feet to the right of runway centerline. The nose landing gear collapsed and, after traveling through several snow berms, the airplane skidded back onto the runway and came to a halt at the 4,000 foot mark. The captain said he was unable to positively identify the runway environment due to the blending of the snow-covered runway and surrounding terrain. The runway had been plowed and swept. The runway lights were covered with plowed snow and were not visible nor operating. Excess snow and dirt were dumped on the right side of the runway. The sun was bright and high in the sky. A NOTAM had been issued, noting that the runway was snow packed and covered with ice. Braking action was reported to be 'fair.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to continue with the landing when the runway had not been positively identified. Factors were the snow-covered runway and landing area, sun glare, and the inadequate snow removal by airport personnel.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. (F) LIGHT CONDITION - SUNGLARE
5. (F) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
6. TERRAIN CONDITION - BERM

Factual Information

On January 6, 1996, at 1130 mountain standard time, a Learjet 60, XAICA, registered to the ICA Group, Mexico City, Mexico, sustained substantial damage during landing at Aspen, Colorado. The two commercial pilots were not injured. Visual meteorological conditions prevailed, and an IFR flight plan had been filed for this business flight conducted under Title 14 CFR Part 91. The flight originated at El Paso, Texas, on January 6, 1996, at 1000.

In a telephone interview, the captain said he aligned the airplane with what he thought was the runway centerline. The airplane touched down in a snow field 1,000 feet beyond the runway threshold and 25 feet right of runway centerline. The nose landing gear collapsed and, after traveling through several snow berms, the airplane skidded back onto the runway and came to a halt at the 4,000 foot mark. The captain said he was unable to positively identify the runway environment due to the blending of the snow-covered runway and surrounding terrain.

NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report, was sent to the crew for completion. Receipt of the document was acknowledged but, after numerous requests, was never returned.

The investigation revealed that the runway had been plowed and swept. The runway lights were covered with plowed snow and were not visible nor operating. Excess snow and dirt were dumped on the right side of the runway. The sun was bright and high in the sky. A NOTAM (Notice to Airmen) had been issued, noting that the runway was snow packed and covered with ice. Braking action was reported to be "fair."

Pilot Information

Certificate:	Commercial	Age:	, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	XAICA
Model/Series:	60 60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	60-027
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	22750 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	PW305A
Registered Owner:	ICA GROUP	Rated Power:	4600 lbs
Operator:	ICA GROUP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ASE, 7815 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1125 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-8° C / -14° C
Precipitation and Obscuration:			
Departure Point:	EL PASO, TX (ELP)	Type of Flight Plan Filed:	IFR
Destination:	(ASE)	Type of Clearance:	IFR
Departure Time:	1000 MST	Type of Airspace:	Class D

Airport Information

Airport:	ASPEN-PITKIN COUNTY/SARDY (ASE)	Runway Surface Type:	Asphalt
Airport Elevation:	7815 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	7003 ft / 100 ft	VFR Approach/Landing:	Valley/Terrain Following

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	07/17/1996
Additional Participating Persons:	ARTHUR MARTINEZ; DENVER, CO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).